EUROPE.

British Government Economy and Internal Relations of the Gladstone Ministry.

The Irish Land and Church Questions and English Detectives for New York.

Theological and Doctrinal Aspects of the Ecumenical Council.

AUSTRIAN DIPLOMACY TOWARDS TURKEY

By mail from Europe we have the following inter esting and very important special correspondence in elaboration and detail of our cable telegrams to the 20th of November.

ENGLAND.

Propomical Measures of the Government Army and Navy Reductions-Reported Dif ferences in the Gladstone Ministry and a Cabinet "Split" Anticipated—The Irish Land Question Difficult and Dangerous-Radical Revolutionary Agitation-British Government Detectives for America-A Hint to Irish Tourists from the United States.

LONDON, NOV. 20, 1869. For some days past the London Times and others of our English papers have been throwing out vague hints respecting the cuttings and parings which the Ministry intend very shortly to introduce into every department of the public service. As is usual, when an unpopular measure is about to be worked through, journalistic feelers are put forth, in order, as it were, to prepare the way and make it appear as if the propositions came from the people, and not

Knowing from experience what these leading and such wholesale saving were the forerunner of, I to obtain from the most authentic sources positive see inaugurated during the next few months, and I have succeeded even beyond what I anticipated in getting a knowledge of what is behind the scenes. I confess that I have learned much that has surprised me. The plain, matter-of-fact, business like way of are very much like the cash box of a banker who "cracked up" and cannot pay more than five shillings on the pound. To meet this the most stringent economy and the most wholesale cutting down of expenses are to be the order of the day. The army is to be reduced by three cavairy and nine infantry regiments, making a total of about 12,000 men. In the different departments of the civil service there is to be a reduction in the number of employes at the rate of one in every three. Of the corps recruited for and doing duty exclusively in our colonies, three are to be dis banded, namely-the Cape of Good Hope mounted Ceylon rifles. In the royal pavy the reductions are than fourteen first class ships are under orders from different parts of the world to return home, and are not to be relieved by other vessels. In a country like ours, where every family of the middle or upper classes have some one or more members of its number employed in some branch of the civil service, or the army or navy, these measures will, I am afraid, make Mr. Gladstone very un popular, although, from what I gather, he is really not in fault. When a

succeed to this chotmost property, which are to see mirroduced a Land bill which would take from him and his family forever nine-tenths of the immense influence they have in the districts where they own so much fand? The Duke's family have always been excellent handlords, and many hundreds of the poor on the estates are given employment at a dead loss to the Duke's income. But when laws have to be enacted against the many you cannot make exceptions in lavor of the few. The Marquis of Landsown, another very large lirish land owner and a Junior Lord of the Treasury under Mr. Gladstone, is another instance of the same difficulty. In a word, the old whig families are growing cooler than lukewarm in their support of the present administration, and as, on the other hand, if Mr. Gladstone does not introduce a thoroughly floeral meraure on the question of the Irish land, he will lose ministration, and as, on the other hand, if Mr. Guastone does not introduce a thoroughly liberal measure on the question of the Irish land, he will lose the support of Mr. Bright, Mr. Gosnein, Mr. Stansfield and the rest of the more advanced radicals. So, on the other hand, if he does introduce such a measure the old whigs (and many of the English liberals who are even what Lord Melbourne used to call "whigs and something more") will secode from his ranks.

But we must look to another reason for the diministration of the promiser, and that is

But we must look to another reason for the dimculties that now surround the Premier, and that is
the foolish, headstrong, reckiess conduct of the Irish
the foolish and the Irish foolish foolish foolish
the foolish foolish foolish foolish
that all the tory party have effected, or
could effect, during the last fifty years.
Men who have everything to gain and bothing
to lose; men who are bankrupt alike in pocket and
in character; men who agitate and talk sedition for
the sole purpose of giving themselves a notoriety
which they could never otherwise obtain, are now
working up the more ignorant of the people into a
sort of semi-rebellion, of which nothing can come
save protonged misgovernment of their country,
and, very likely, the return to power of the tory
party. The latter now point exhibiting to freigh
and say:—"There, this increased sedition, this augmentation of violence and crime, this is what you
have gained by the disestablishment of the Irish
Church."

I am creditably informed (and indeed it is only

I am creditably informed (and indeed it is only I am creditably informed (and indeed it is only what we read every day in the papers that have and do support the present similarly that privately Mr. Gladstone and many of the Ministers acknowledge that the Irish Church bill has failed in pacifying Ireland, and that, in fact, the state of that country is now worse than it was before. And I hear many English and Irish liberals say the same. During your great civil war in America your people in the North took up an attitude, a position, which drew well merriced praise even from those in this country who sympathized most with the Confederates. I aliade to that confidence in the government and determination to wait out the turn of events. Now, the Irish seein to be working exactly on the opposite tack. They will not wait. They have made the amnesty of the political convict prisoners their platform, and declare that unless that boon—which, by the way, they speak of as a right—is granted they will lasten to nothing eise. As the Weekly Dispatch, one of the most ultra liberal papers

we have in Engiand, said a short time ago, "no government in the world could listen for a moment to these men for their cry is, untie our hands and then we'll strike you."

What good can come of this agitation? None whatever, but, on the contrary, great harm. I foresee in it a great loss of support by Mr. Gladstone from his English and Scotch liberais upon Irish questions, and, not at all unlikely, the return to power of the tory party. The most curious part of the whole business is the total loss of influence which the Roman Catholic priests have sustained in many districts (in all the disturbed parts of the country, over their flocks, The people will not listen to them for a moment. I have seen and spoken to several Irish priests on their way to Rome for the Ecumenical Council, and they all say that they never remember and never heard of in olden times such a determined indifference, and, indeed, opposition, on all political matters, to their advice.

That there is a storm brewing in Ireland there can be little doubt; but it is still more certain that the storm will only injure those who are the dupes of the agitators. The British government is fully alive to the trouble that it believes to be in store.

By last Thursday's steamer six detectives were sent to the United States, there to observe and telegraph to England any well known Fenians that leave your side of the Atlantic for this country. Of these detectives four are ex-Fenians, for it is a curious fact that whenever or wherever ten Irishmen conspire together two or three are sure to turn informers upon the others. With such precautions and with an increased police and military force throughout the country, ludge what chance a so called rebellion would have of anything like, even temporary, success in Ireland. Judge also, if any insane attempts at rising against the government are made, how the hands of the tories will be strengtheded and all chance of good government for Ireland put back for the next ten years at least.

The Ecumenical Council—The Pope's Letter to Archbishop Manning—Infallibility—The Theological Aspect—Church and State—

LONDON, Nov. 18, 1869.

Since my last letter on the subject of the Ecument cal Council there has appeared in the London news-papers a letter from the Pope addressed to Archbishop Manning. Of these two dignitaries it is diffithe British newspapers. If his Holiness says nothing he is taken to task for his stience; if he writes anything he is denounced for daring to write. The letter of which I speak is simply a document by which Pius the Ninth seeks to correct an error into which a great number of English writers on the sub-ject had fallen. They have for a long time been abusing him for daring to convene a council by which these opinions would be condemned. The Pope writes now that this is a mistake. The Council, he says, is not called together to decide upon any former heresy or error, all of which have been long ago condemned. But what is meant is to discuss and decide matters connected with the faith and discipline of the Church, and if others, not of the Church, wish their difficulties to be smoothed or their way to be made clear, in order to enter the Catholic Church, they have only to come to Rome, where learned divines will show them what is the truth, and so forth. The letter is that of a simple-minded old man, a fervent believer in his own creed, and very anxious indeed that others should join that creed, or church, which he believes to be the only true one. But it has been met by a torrent of abuse from the English press, and if the poor Pope had ordered an invasion of England he could hardly be in greater disfavor than he is with the wise men of this wise land. But in England men must not dare even to think differently from the initiallible press, which is the most intolerant of all powers in the world, and yet is always proclaiming itself to be the most tolerant. And now to return to where I left off in my last, respecting what no doubt the coming Council will be occupied in discussing, namely, the personal infallibility of the Pope, when speaking ex cathedra, or officially, on matters of faith

As I said in a former letter, there can be little doubt that this dogma will be defined at the Council, and, as I believe, it will become part and parcel of the faith of the Catholic Church. My reason for thinking so is, that of the many Catholic bishops and priests you meet at present on their way to Rome one and all seem to think that the great majority of the Council will be in favor of this action. Even those who are antagonistic to the doctrine and who do not think that the question ought to be mooted at present seem to believe that if mooted it will be carried by a very large majority On the other hand those who are in favor of the dogma say that the denial of the infallibility of the

earnestly will, without doubt, form a part and a very important part, of the discussions of that Council.

With the theological portion of the question it is neither my mission nor my intention to deal. I quite agree with Aronbishop Manning when he says, in subther my mission nor my intention to deal. I quite agree with Aronbishop Manning when he says, in subther part of his pamphilet, that, from a Catholic point of view, it is right that the truth should oe known regarding this dogma. "Let the truth be declared," he says, "whichever way it go." It is not for me to investigate or give my opinion whether the dogma is true or false; but it think I have fairly established my position that it wils form one of the man questions of the Council, and that, looking at it from a Catholic point of view, it is a most important question. Let us now look at the question as regards the outer world. What effect will this drawing nearer of the Catholic Church to Rome have upon the relations of that Church with society and which the thereties of mankind and of the different nationalities of the world?

The theory I am about to promulgate may seem at first very absurd, but it is one that has not been formed in a hurry, and which on reflection will, I believe, recommend itself to many of your readers, it is this. To begin with, the Catholic Church all over the world is of itself a power that no government can afford to ignore or despise. Even in the United States it is a mimerous, compact and orderly spiritual army. If, as in your country and as in England, it is kept quite apart from the State, it will, as a general rule effect great good among the more uneducated portion of its followers. If, however, on the other hand, it becomes a State church, it is sure to effect evil. Men are men all the world over, whether priestic or laymen, and once the Catholic Church becomes part and parcel of the State it seems invariably to lose all that it has of good and to work out its own destruction by working evil on others.

content becomes part and parcet of the state it seems invariably to lose all that it has of good and-to work out its own destruction by working evil on others.

From this it follows that the Catholic Church, although allowed full scope and liberty, like all other creeds and denominations, ought never to become or be allowed to become a State church. Of this there is no fear, you will say, in America, for in your great republic all religions are looked upon as equal. Very true, but you will always have its main stay at Baldmore or in the city that is built on Seven Hills, and I maintain that the less you have it national, and the more you have it hashonal, and the more you have it hashonal, and the more you have it hashonal will the more will there be of it obtaining undue influence in the land, the more independent it will be in itself and the less likely to miteriers with the laws of the land where its lot is cast. Archibishops, bishops and priests, whose headship is in Rome, are persons of very interior power to those who are independent spiritual rulers in their own country; and catholic bishops are too powerful with their own flocks to admit of their being independent pastors each in his own country. Therefore it is that the more dependent the Catholic Church of any nation is upon home, the less likely will it be ever a interfere with the laws of theirty of that nation or country. From their it least, whother right or wrong, such is my theory that as the mishibility of the Pope, if declared to be a matter of faith, will, by making the bisnops of the Church more dependent upon Rome, take from them much power which they might don't say that they would, but thus they might) use in troublesome times against the well being of the State. In a word, by reducing their power it will diminish their influence; and I don't think this will be a bad thing for the world at large—certainly not in worldly matters. You will say nat in the United States the Catholic piscopacy mas always been loyal to its ettizenship, I grant

fault was to be found with the Catholic bishops, or that they ever mixed more than became them in political matters. Perhaps I am wrong, but I account for this in a great measure by the theory I have been laying down. Your Catholic bishops in America—at least such as I have met in Europe—are all very "Roman" in their tone, and are therefore not much given to meddle in local politics at home. In Ireland and in France it is exactly the reverse. In both these countries the bishops are more or less anti-Roman in their line of thought, and are anxious to be deemed "national," "Independent" and free of "Roman" influences. And the consequences, as a general rule, are that they interfere far too much in politics, and are more occupied with things of this world than the next. This is a question which Englishmen cannot understand. The very mention to them of the word "Rome" is like shaking a red cloth in the face of a buil. It drives them mad. They either cannot or will not see that the centralization of such an immense body as the Catholic Church and the placing of it under the rule of a patriarch who is independent of all governments is really the only guarantee that you have for the ilberty of that Church. Where would you be in America if France or any other European Power were supreme at Rome? Would there not be perpetual intrigues against your liberties being carried on by the whole Catholic body? But with the present organization at Rome—a State or a Power strong in spiritual, but weak in temporal power—there can never be any danger of interference in secular affairs by the Church.

In my next letter, in which I hope to bring this subject to an and, I shall put before you what I have taken some pains to collect from the writings of the Catholic bishops throughout the world, as to what is really mean—what they really mean—by the infallibility of the Pope. Like all other doctrines and opinions and dogmas, it gets smaller the nearre we approach to it. I may be wrong, but it seems to me that the dogma is no novelty in

TURKEY.

From Hungary to Constantinople-Trip from Pesth and Scenes by the Way-Un the Heels of Imperialism and the Bank of the Danube-An Englishman on Constitutional Rights— Railroading to Varna-Angle-Turkism and Its Work—The Emperor of Austria First Saluted by Prussia—Baron Buest's Policy.

CONSTANTINOPLE, Nov. 5, 1869.
On the evening of the 25th of October I started from the railroad station at Pestn on the way to the residence of the formerly "sick man" of the Bosphorus, who, notwithstanding his desperate state of health, and his more than desperate state of finances at that time, is now dispensing hospitality to royal and imperial guests.

The train conveying the Emperor of Austria and his suite preceded us by three hours. On our journey from Pest to Baziash, on the Danube, nothing occurred beyond the ordinary monotonous incidents of a night train without sleeping cars and overcrowded with passengers. Towards morning we found ourselves in the lower Banat or Plain of Southern Hungary—a country very much like Southern Russia or the prairies of Southern Illinois. The Banat is the most productive part of Hungary, and is famous for its fine wheat.

At half-past eight o'clock we arrived at Baziash.

close on the heels of the imperial party, who had taken the steamer two hours and a half before. We found the arches covered with evergreens, the flags flying and the decorations still unremoved. Everyindicated the recent presence of the royal pilgrims to Mohammedan sanctuaries, as well as to the Christian shrines. The passengers were much disappointed at not finding the steamer in waiting which was to take us down the Danube, and were obliged to wait hour after hour in the muddy Beziasn. The delay had the effect of making all the travellers better acquainted, and it was soon discovered that on the passenger train from Pesth there were representatives of no less than eighteen nationalities. There was an American from Northern Oregon, a Russian general from the Caucases, an English Member of Parliament, a shopkeeper from Tiflis, Georgia, and every nationality of Western Europe, without a single exception, was represented. The interest swery nationality of Western Europe, without a single exception, was represented. The interest aroused by such a varied acquaintance helped to wear away the time, which, under all ordinary circumstances, hangs so heavily where one is colled to wait for a train or a steamer. At half-past three in the afternoon the steamer was at the pier, and at four we started. It was accidentally discovered that our troublesome waiting at Bezman was caused by a "secret order" given to the captain of the boat to delay, so as not to give the possibility of our party coming into the neighborhood of the imperial traveller and his suite. Upon hearing this the Englishmen were greatly enraged and declared that constitutionalism in Austria was "a mockery, a delusion and a snare;" that if the Queen of England were to do such a thing it would be made a subject for consideration in Parliament. This indignation did not help as on, and as seven o'clock we were obliged to stop for the might on account of the rapids of the Danube, which can only be orossed in the daytime. Had we been able to keep on our way in the morning we could have travelled all night, and thus arrived one day earlier in Constantinople. But, as one of the travellers remarked, the divine right of kings, though extinct in theory, still exists, to a certain extent, in pracelor in many European countries, and the convenience of a few hundred ordinary mortais is not to be thought of it it does not accord with the wishes of crowned rulers of the earth.

The rathroad from Rustchuck, on the Danube, to

diality which exists between the governments of Turkey and Eugland, and a beautiful product it is. If the world were searched over nothing could be found equal to the Varna road for bad management and disorder. After passing over a road which must operate fearfully upon a man of weak nerves, or one who has a fear of death, we arrived at Varna, where we found the following means of continuing the journey to Constantinopie:—A steamer about a mile from shore, a pier extending several rods into the sea, narrow, without lamps, without railings, so that all were obliged to waik carefully in the centre lest a laise step inight early though crafting, so that all were obliged to waik carefully in the centre lest a laise step inight early thou overhoard lat the end of the pier a rickety staircase and a couple of dim lamps anorded the possibility of finding our way, the best we could, into little boats, which were to transport us on board the steamer. Fortunately the weather was favorable and the waves did not run high, so that we could embark without much danger. The indignation, however, was universal. The high road to the ancient capital of the Eastern Roman empire, and the chief city of the Manommedan world in modern times, was found to be in such a state as to threaten the life of every passenger who has occasion to travel over it. Beautiful fruits of the Angio-furkish alliance. I was glad to find that there were some Englishmen in the company who acknowledged this, and who did not heatiate to say that England's course in the Eastern question was not only unchristian, but hostile to English interests. England has estranged the feelings of all Christians in the East, It is seen that she is an enemy of the most sacred principles the moment that they may tend to diminian her power. This made England the friend of a slaveholding rebellion in America, the enemy of Cree at a time when all Europe advised the cession of the Island to Greece. And this same principle of shortsighted selfshness will deprive her of every friend

the public to find its way over the road the best way it can.

After escaping all perlis by sea and land we arrived at Constantinopie on the 29th, late in the evening, and found the city entirely occupied with the reception of the Austro-Hungarian monarch. Admiral Tegethoff, having under his command four vessels of the Austrian fleet, awaited the Emperor at Varna. The Sultan's yacht Sultaniel, having on board the Grand Vizier, the Austrian Ambassaador, Oston, Omar Packs, Commander-in-their of the Turkish armies, together with several aid-de-camps of the Sultan, also repaired to Varna to conduct the Emperor to Constantinopie.

On Thursday, the Emperor being on board, the

armies, together with several sud-de-camps of the Suitan, also repaired to Varna to conduct the Emperor to Constantinopie.

On Thursday, the Emperor being on board, the Suitanien was met at the entrance to the Bosphorus by a number of steamers containing Austrian and Hungarian residents of Constantinopie, together with many other passengers. Upon entering the Bosphorus the first salute fired in honor of the imperial visitor was from the yacht of the Crown Prince of Prassia. This welcome was soon joined in by the Turkish man-oi-war and Mohammedisin, or at least its representatives expressed, their joy at the arrival of his Apostolic Majesty in the city of the Sultan. The sultanieh cast anchor in the Bosphorus, and the Sultan appeared in his canque, wearing the order of St. Stephen, and going on board was met by the Emperor at the head of the stairs. The temporal representatives of Catholicism and Mohammedanism shock hands and descended to the Sultan's caque, thence to the palace of Boima Bagtene, where the Sultan conducted his guest to his apartments, where he presented to him the Minister of the Gitoman government.

After the presentation by the Emperor of the principal persons of his suite the Sultan retired, and received a visit shortly after from his guest. A dinner in the evening, at which the Prince of Prassia was present, closed the festivities of the first day.

Saturday, the second day, a review was Beld, which corrainly did not show the Turkis army to advantage. Of this review I shall give an account to morrow. There has also been a dinner, at which hall the diplomatic corps was present—an event which took place for the first time in Turkish history.

The Turks, I am told, are a little taken aback by the visit, considering it as another of Count Boust's pointless moves.

Past, Present and Future-Mr. Fowler's Objections Answered-Influence of the Canal on the Extent and Direction of Trade and Commerce Between

THE SUEZ CANAL.

Europe and the East-How the Great Maritime and Railroad Interests will be Affected. By mail from the East, by way of Europe, we have the following correspondence from Port Said, dated on the 8th of November, furnishing the first

special written newspaper review had in detail of

our cable telegrams relative to the great work of the Suez Ship Canal. The writer presents the history of

the modern enterprise, passes in review the many difficulties which were overcome, states the present

situation, and, in conclusion, draws a happy fore-cast of the commercial and other effects of the new transit, and its influence on the direction of trade and travel between Europe and the East.

PORT SAID, NOV. 8, 1869. Two years ago it was the good fortune of your correspondent to pass over the entire line of the Suez Ship Canal, between Port Said and Suez; to spend some time on the fresh water canal, between Ismailia and the latter town, and to forward to the HERALD the earliest full account of those great works ever published in an American journal. In the communication referred to I briefly pointed out the difficulties which had then been overcome and time stated the opinion, an opinion which more redifficulties had always been greatly over estimated, the work would be successfully completed within the

given time. The canal may now be pronounced finished, though from 1,500,000 to 1,400,000 cubic metres of earth yet remain to be dredged from its bed in order to give it the maximum depth of eight metres (twenty-six feet tures inches). Eight days only in-tervene between my present writing and the formal opening of the work. The completion of the canal may therefore fairly be considered an accomplished It now only remains to be seen whether it can be kept permanently open, and whether it will attract sufficient business to it to enable its proprietors to make it pay.

Retrospects of great enterprises successfully car-ried to completion have this very important advantage over mere prospective speculations, that they are profitable as well as popular, which the latter seldom are. No more favorable opportunity than the present is likely to offer for pointing out some of the more salient changes which this canal is likely to effect in the commerce of Europe, and in order the more thoroughly to do this I propose to consider the questions of maintenance and probable business

separately.

First, then, as to the permanent availability of the canal for the purposes of navigation. Granted that the canal is built, grave doubts apparently still exist in the minds of many as to the ability of the company to keep it open. Mr. J. Fowler, in his very able report and letter upon the canal published last year, stated as his opinion that the silting up of the sand at the Port Said entrance and the acfound to be so great that the western jetty would have to be lengthened and strengthened, and that the more exposed portions of the canal—such, for instance, as Ei Guisr and Scrapeum—would have to be planted with trees for the purpose of attracting the sand drift across the desert and keeping it from

In order to fully appreciate the validity of Mr. Fowler's argument it will be necessary for the reader to understand as fully as he can be expected to without personal inspection the nature of the har-bor of Port Said and the plan upon which the jettles

what I guider, he is really not in facit. While a carried by a very large majority country has cuttured in the many desired to the country has cuttured to the infallibility of the local to of the country has cuttured to the infallibility of the local to the received of cuttured in the latter.

Morework in the same, at I take in of masters with the passing of the latter of the fallibility of the local to the latter of t very considerable extent has gradually formed within, as well as without the piers. The change in the shore line produced by the alluvial accumula-tions west of the main pier will not, it is thought affect the utility of the harbor, though it may, in course of time, necessitate the lengthening of the pier itself; but with the deposit that has already formed within the harbor the case is widely different. This difficulty, which might easily have to, if not a little above, the water line, thus pre-cluding the possibility of the sand drifting through the interstices, as it now does, threatens to be a serious expense to the company. In brief, it must be admitted that this part of the work has failed. The western jetty, if not both jetties, must be renlered intact, or dredges will have to be employed to an extent that will seriously interfere with the rame through the canal.

In reference to the second point raised by Mr.

Fowler—viz., the accumulation of sand in the chan-get of the canal in its more exposed portions, caused by the winds on the desert—there is less need for iscussion. So long as the public mind remained possessed with the idea that the whole line of the eanal lay through a desert composed of fine, drifting and great stress was laid upon the hopelessness of seeping the canal open, and many saw, or prehended to see, in this a sufficient excuse for believ-ing the project impracticable. But with more accuate knowledge in regard to the localities has comcorresponding change in opinion. There are, in reality, but three points throughout the entire length of the canal likely to be affected to any considerable extent by sand from the desert. These are El Guisr on the north and Scrapeum and Chalouf on the south. At these points the cuttings are deep, and use banks consequently high and much exposed. Owing to their height, the simple expedient of fetning a wall or dyke by depositing the sand dredged out of the canal on either side of the canal was found impracticable, and it may in consequence be found necessary to construct an artificial feace, or to plant trees and shrubs, as suggested by Mr. Fowier. A dredge or two in Late Timsan may

Mr. rowler. A Group to the successful navigation of the canal has presented itself, in the estimation of structive action of its waters, caused by the passage through it of large vessels. Many even go the length of contending that no mere canal

cut through a sandy desert like that between Port Said and Suoz can withstand the action of water produced by the passage through it of steam vessels of from 2,000 to 3,000 tons burden, at a speed of even six miles an hour—the maximum rate of speed allowed by the company's regulations—without sustaining serious damage to its banks. All that need be said on this point is that such has not thus far been the experience of the present company, and that experience in this, as in most other undertakings, is much bet-ter than theory. One half of the canal-has been navigated for twelve months by small steamers and sailing ships without any unfavorable result. The tendency of the submerged portion of the banks is unquestionably to harden under the action of the the canal is excavated to its maximum depth and largest size, the banks will have acquired such a degree of solidity as to leave no sufficient cause for further apprehension on this score. In the sharp curves and other very exposed pertions of the canal it may be found necessary to face the slopes with stone above and below the water line; but this is a contingency that may never arise; and, to sum up briefly the whole subject immediately under -consideration-viz., the maintenance of the canal as a permanent navigable channel between the two seas it may, I think, be confidently asserted that the means and appliances which have served to create it will assuredly suffice to keep it in a state of effec-

tive operation. The impossibility or difficulty of supplying the abstraction of the waters of the Bitter Lakes during the evaporation of the summer months through the ordinary section of the canal between the Bitter discussion by Mr. Fowler, but as no amount of mere reasoning will in the slightest degree saist the general reader to an appreciation of the

The practical utility of the canal itself and its maintenance for the purposes of navigation admitted, the real question remains, will it pay? Will the traffic through it be sufficient to meet not only expense which its operation must for a considerable eason entail upon its projectors?

In order to answer this question satisfactorily it will be necessary to consider briefly two other points—First, what was the purpose for which the canal was constructed? and, second, is that object likely to be attained, and if so, by what means?

The primary object in building the causi, as is

now pretty generally understood, was to save not only the long and tedious voyage round the Cape of Good Hope, but also the more expeditions yet more troublesome and expensive railway route across the isthmus. The following table will show the saving effected in distance by the canal over the Cape route between the ports named and Point de Galle, Ceylon, which is chosen as representing a point of mean distance in the Eastern seas:—

	Geographical Miles.				Per Cent
	By	cape.	By	Suez.	Saving.
London		14,340 14,500 15,480 15,500		7,300 5,490 5,220 9,400	49 62 65 40

Clearly there is a saving of fifty per cent in distance and a proportionate saving in time between the canal and Cape routes. The distance and time by railway between Alexandria and Suez by the present travelled route via Zagazig is very nearly the same as that through the canal; but the expense and dolor necessary in breaking cargo at Alex-andria, transporting it across the isthmus, and re-shipping it at Suez are so great as to give the canal very greatly the advantage for the future.

that the canal company can afford, under almost any circumstances, to give transit to steamers at rates which will defy successful competition on the part goods across the isthmus. As regards the route round the Cape the case is different. It is estimated that from five to six million tons of shipping engaged in the India and China trade now annually double the Cape of Good Hope. A considerable share of this trame it is the hope of M. de Lesseps and his co-projectors to be able to divert to the ship canal.

Whether they will be able to do so remains to be seen, and in the opinion of many well informed ship-pers is very doubtful. It is well known that a large European markets will not afford to pay a steam pany under its present tariff, and it is equally cer-tain that the canal and its eastern ex-tension, the Red Sea, cannot be successfully navigated by sailing vessels. The consequence will be that the Cape liners and clippers will continue to sail their present route till compelled, by competition, to seek the short cut across. Steam sels altogether. Steamers fitted with auxiliary navigation of the canal and the Red Sea, will be traffic through the canal will largely increase and that round the Cape be proportionately reduced.

termine even the probable extent of the future pusiess of the canal, may serve in some degree to fur nish the general reader with a safe basis upon which te its relative importance to the several European Powers. M. de Lesseps estimates that from 2,000,000 to

3,000,000 tons will pass through the canal during 1870, year. I see no good reason for thinking the estimate sels using the canal are required to pay toll (ten tonnage, whether they have the cargo on board or

The English and the French will, for some time at least, be the largest customers of the canal com-pany, their rival steamship lines, the Peninsular now the chief mediums of communication between Europe and the East. But in this respect, as in many others, this new highway must effect a radical and nust practically cut off Alexandria, Marseilles and neld of the Mediterranean trade with Egypt and the

Brindisi and other ports on the eastern coast of Italy, by reason of their greater proximity to Port Said, will share largely in the rich trade of Marsellies nidable competitor for the trade of Central The Austrian Lloyd's line of steamers from the latter port is doing a steadily in-creasing business, and diready giving evidence that it feels the stimulus. So far as the passenger, mail, and fast freight traffic with the East is concerned it seems well nigh certain that these two ports will A new commercial era is dawning on Central Europe, the events and results of which it is now impossible to determine. As for our neighbor, Alex-andria, which has furnished altogether the most remarkable instance of growth in the East, it seems Boats will proceed from European ports direct to the left aside, save for the purposes of local trade, it must decine almost as rapidly as it has risen.

British Statement of the Canal Revolution-Empire in Hindostan.

Empire in Hindostan.

[From the London Saturday Review, Nov. 20.]
M. de Lesseps, with iaudable adrotness, used English prejudice as a lever to move the sympathies and the speculative inclinations of his countrymen. It seemed a plausible inference that a work which was commercially or politically injurious to England would comer a corresponding advantage on France. It was not difficult for Frence engineers to show that Mr. Stephenson's uniavorable judgment was premature, if not etroneous; and it was certain that every amazeur politician on the Continent of Europe would take pleasure in thwarting Lord Paimerston. The estimates of future profit were neither more nor less trustworthy than the conjectural statistics of other undertakings; but even in commercial enterprises men are often inclined to hope what they wish. Large sums have been raised by repeated issues of shares and decentures, and the great defliciency of funds which would nevertneless have occurred has been overcome by the political resources which M. de Lessens was able

to secure. The French government, which had from the first encouraged in every way the project of the canal, used its influence with the Viceroy of Egypt to Induce him to contribute large sums of money and the still more indispensable commodity of labor. A scheme of ceding a tract of land along the canal to the company, which would have been equivalent to the interposition of a French colony between Egypt and the rest of the Turkis empire, was defeated by the resolute vigilance of Lord Palmerstons; but a great part of the work was done by the forced labor of Egyptians, who were subjected to an express conscription for the purpose. The arrangement was ultimately modified in consequence of Lord Palmerston's representations that the system was scarcely distinguishable from slave liabor; but the Egyptian government was compelled to redeem by heavy money payments the engagements which it could no longer perform in kind. It is said that the pressure which has been placed on the Viceroy has allenated his feelings from France; but it is possible that confidential communications to Englishmen may not be always wholy unreserved. The creator of a great public work is not to be too harship criticlesed for using the implements which he fluds within his reach. If the Suez Canal becomes the main artery of trade between the East and the West M. de Lesseps' fame will long outlive the memory of his financial or mechanical contrivances. The doubtful or exaggerated accounts of the progress of the canal which have from time to time been published by his agents in France and England are at the worst not more reprehensible than the sanguine assurances of ordinary projectors.

Mr. Fowler's valuable and trustworthy report on the state of the carnal eight or mine months ago confirms the opinion of M. de Lesseps' professional advisers, that the worst not more reprehensible than the sanguine with the wash of passing steamers the muschism may be effected at a certain expense. If the store remains the desertance of the canal should be ignor

thousand miles in a long voyage will certainly nobe decisive.

A more serious inconvenience might arise if the tonnage of passing vessels were limited by insufficient depth of water or widh of channel. English shipowners have found it to their interest to build larger ships than those which are commonly used by other nations; and if they are forced to reduce their tonnage in Eastern voyages, the reduction is size must extend to the same vessels when they are despatched to other parts of the world. If the largest ships which are now used, or which might be built hereafter, are excluded from the use of the canal, the effect will be the same as that of a short and steep gradient which may himt the load over 200 or 300 miles of railway. For a long time to come the canal, if it is to make any return to its projectors, will admit six English ships for one belonging to all other countries. The canal will probably require in all cases the use of tugs; but the Red Sea cannot be profitably navigated by sailing vessels, because the provailing winds are parallel to its course, while there is no sufficient room for ships to work to windward. The commercial marine of English steamers is much larger than that of the rest of Europe, and the excess of English steamers is much larger than that of tonnage in general. If the voyage by

work to windward. The commercial marine of England is larger than that of the rest of Europe, and the excess of English steamers is much larger than that of tonnage in general. If the voyage by the Cape is found to be more commodious and cheaper than the new passage there is no risk of foreign competition; and if, on the other hand, the canal supersedes the long voyage English ships will probably continue to carry the bulk of merchandise. For the transit of light goods, of passengers and of specie smaller foreign vessels might obtain an artificial preference if the largest class of steamers were unable to traverse the canal.

Lord Palmerston was mistaken, not in regarding the interest of England, but in publicly declaring his hostility to an experiment which promised to be generally beneficial. His opposition stimulated the efforts of his antagonists, and the contingent danger which ne foresaw may perhaps still be apprehended. During a war the canal would place an enemy who could soize and tortify one of the terminal ports half way between an English army in India and the base of its operations. An expedition from Suoz inght reach Bombay in three weeks, while reinforcements from England would be three months at sea. The promoters of the canal, even if they were not interested in the possibility of such an operation, are perfectly justified in denying the right of a single Power to perpetuate, for its own benefit or security, an impediment to the commerce of the world. The recemtered to the connection of the first year of profitable working would be a still more exhilarating solemnity.

BOARD OF EDUCATION.

Non-Resident Children Not to be Allowed In the Schools-The Death of Assistant Superintendent Seton.

held yesterday afternoon, the president, Mr. Richard L. Larremore, in the chair. When the roll was called ten members answered to their names. The first business in order was the consideration of the minutes of last meeting, which were adopted, after a few alterations had been made in them. The Committee on Normal and Evening and

Colored Schools reported that they had unanimously concluded to recommend Mr. Thomas Hunter for the position of president and Mr. Arthur Henry Dunden for the position of vice president of the Normal School. The committee presented the fol-lowing resolution, which was adopted without debate:—

debate:

Resolved, That Mr. Thomas Hunter be and he hereby is appointed president of the Female Daily Normal School, at a salary of \$4,500 per annum; that Mr. Arthur Henry Dunden be and hereby is appointed vice president of said school, at a salary of \$4,500 per annum, both to date from the first day of December inst.

Resolved, That the president and vice president of the Normal School have permission for not longer than one month to visit the best normal schools in this and neighboring States, with the view of investigating the most approved methods of normal instruction.

The School Inspectors who were nominated by the Mayor and whose names have already been published, were confirmed.

The School Inspectors who were nominated by the Mayor and whose names have already been published, were confirmed.

The Committee on Bytaws reported the following important resolution, which was adopted:—
Resolved, That section 131, page 145, of the bylaws be amended to read as follows:—"No iperson other than an actual resident of the city of New York shall be allowed to attend any school under the centrol of this Board."

Mr. Wood offered a resolution, which was adopted, asking Mr. Nathaniel Jarvis to furnish the Board with all the statistical information in his possession with reference to the denominational schools in this city and county for which funds were appropriated by the Legislature.

Condolatory and enlogistic resolutions on the death of Mr. Samuel W. Seton, City Superintendent of Primary Schools, were passed, and the President availed nimself of the opportunity to express his personal sorrow for the loss the cause of education in this city had sustained by Mr. Seton's decease. He also explained that he had not ordered the schools to be closed on the occasion because the bylaws did not give him power to do so, and there was no time to call a meeting of the Board.

Mr. Larremork paid an eloquent tribute to the memory of Mr. Seton.

The report of the special committee on bylaws was referred back, together with a resolution presented by Mr. Gross, proposing an amendment to one of the sections of the dynaws.

The Board then adjourned.

An Insune Woman Drowns Herself. The person who committed suicide in Ward's Island Hospital, as mentioned in yesterday's HERALD, was Johanna Zimmerman, a German woman, forty-two years of age. Deceased had been an inmate of the Emigrant Hospital since the 30th of October last, under the care of Surgeon Dwyer, for cancer of the breast, with which she was suffering. Occasionally she appeared somewhat flighty in her mind, but the surgeon had no idea she would harm herself. On Monday deceased expected her broner to call, but as he did not come she became despondent, and told one of her companions that she would not sleep in the hospital, and subsequently threatened to Mrs. Maloue, the nurse, that she would not sleep in the hospital, and subsequently threatened to Mrs. Maloue, the nurse, that she would not sleep in the hospital, and subsequently threatened to Mrs. Maloue, the nurse, that she would throw herself from the window, but she was prevented from executing that threat. At a later hour the unfortunate woman entered the bathroom and after filling the bath with water jumped into it face downwards with her clothes on, soon after which she was found dead. The surgeon was called and attempted to resuscitate her by means of electro-magnetic snocks but without avail. After hearing all the evidence the jury found that deceased committed suicide by diving in a bath at the Emigrant Hospital, wards issand, on the 20th day of November, while laboring under temporary insanity. The case was investigated before Coronor Fivan. man, forty-two years of age. Deceased had been an